

Amendment 300 Contract No. 229944

To the Contract for the Design, Implementation, Operation and Maintenance of the Regional Fare Coordination System

This Amendment 300 to the Contract for the Design, Implementation, Operation and Maintenance of the Regional Fare Coordination System is entered into this 19th day of May, 2014, by and between Vix Technology (USA) Inc. (formerly known as ERG Transit Systems (USA) Inc), a California corporation and wholly owned subsidiary of Vix Mobility Pty Ltd, an Australian corporation, (hereinafter referred to as the "Contractor") and each of the following seven public transportation agencies (hereinafter referred to individually as an "Agency" or collectively as the "Agencies"):

1. Central Puget Sound Regional Transit Authority ("Sound Transit")
2. King County ("King County")
3. Kitsap County Public Transportation Benefit Area ("Kitsap Transit")
4. Pierce County Public Transportation Benefit Area ("Pierce Transit")
5. Snohomish County Public Transportation Benefit Area ("Community Transit")
6. City of Everett ("Everett")
7. State of Washington, acting through the Washington State Department of Transportation, Washington State Ferries Division ("WSF")

Recitals

- A. Effective April 29, 2003, each of the Agencies and the Contractor entered into Contract #229944 ("Contract") to implement a Regional Fare Coordination System ("RFC System") to establish a common fare system utilizing smart card technology. The Contractor is responsible for the development, implementation, operation and maintenance of the RFC System as specified in the Contract.
- B. The Agencies and the Contractor desire to amend Section VI of Exhibit 9, Price Schedule Special Programs, to compensate the Contractor for the work necessary to make the necessary system modifications to support fare collection on Sound Transit's (ST) Tacoma Link service. This work is more fully described in the Contractor's document SEA-09422 PA-ROF *ST Tacoma Link* (Amendment 288/RFI ORCA 712) v5.0 as approved by the Agencies on April 21, 2014.
- C. The Parties agree that the necessary Work to create the reports will be performed and compensated as described below.

Agreement

Section 1.0 Description of Work

The Contractor will perform the development and testing Work to make the necessary system modifications to support fare collection on ST's Tacoma Link service. Such work will include the following:

1.1 The Contractor will make updates to Configuration Data Administration (CDA):

- (a) Add Tacoma Link to the CDA location matrix
- (b) Label the new location matrix in CDA "*Location Matrix for Tacoma Link Streetcar*"
- (c) Label the new Location organizational unit in CDA "*Streetcar Stations*"
- (d) Establish the new Location details as shown in Table A below

Table A - Location Details (Abbreviation and Matrix Order)		
Station	Abbreviation	Matrix Order
Tacoma Dome	TDS	1
S. 25th	S25	2
Union Station/S. 19th	TUS	3
Convention Center/S. 15th	CCS	4
Commerce St./S. 11th	CSS	5
Theatre District/S. 9th	THDS	6

- Handwritten notes: uic, RFCS, VIX*
- (e) Use "streetcar" as the mode for Tacoma Link
 - (f) Create distance codes as required to support the new fare tables

1.2 The Contractor will make the necessary modifications to the Portable Fare Transaction Processor (PFTP):

- (a) Add Tacoma Link to the PFTP
- (b) Manage PFTP data transfer through the docking station
- (c) Implement a PFTP route/trip selection option for Tacoma Link
- (d) Allow the PFTP to validate fares based on the mode selected
- (e) Only ST-agency specific and regional fare products will be accepted for fare payment

1.3 The Contractor will make the necessary modifications to the Stand Alone Fare Transaction Processors (SAFTP):

- (a) Implement the Tacoma Link tap-on screen flows to operate the same as the SAFTPs for Streetcar and RapidRide
- (b) Implement the Tacoma Link tap-on screen flows to visually look the same as the screen flows for the Streetcar and RapidRide.
- (c) Implement to support the fare payment scenario whereby if a customer taps on at a Tacoma Link station and then taps on at a LLR station within the tap-off time window, the second tap will be considered a new trip and will be processed as a tap on fare payment transaction.
- (d) Implement to support the fare payment scenario whereby if a customer taps on at a LLR station and then taps on at a Tacoma Link station within the tap off time window, the second tap will be considered a new trip and will be processed as a tap on fare payment transaction.

Section 2.0 Schedule:

2.1 The work described in Section 1.0 will be delivered in Maintenance Release 27.

NOW, THEREFORE, in consideration of the mutual covenants contained herein, the sufficiency of which is hereby acknowledged, the Parties hereby agree to amend the Contract as follows:

Section 3.0 Compensation Changes

3.1 Section VI (Implementation) of Exhibit 9, Price Schedule, is hereby amended to read as follows:

VI. IMPLEMENTATION

SPECIAL PROGRAMS

LUMP SUM COST

Amendment No. 300

The Contractor will perform the work necessary to support ST fare collection on its Tacoma Link service	
TOTAL	\$57,356

Section 4.0 Other Terms and Conditions

All other provisions of the Contract not referenced in this Amendment Three Hundred shall remain in effect.

IN WITNESS WHEREOF, authorized representative of the Agencies and the Contractor have signed their names in the spaces provided below.

Vix Technology (USA) Inc.

By: [Signature]
Its: General Manager
Date: 5/16/14

The Agencies

By: [Signature]
Its: Operations Manager
Date: May 19, 2014